

## BRIDGE ACROSS THE OHIO RIVER BETWEEN HUNTINGTON, W. VA., AND THE STATE OF OHIO

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JANUARY 7, 1925.—Referred to the House Calendar and ordered to be printed

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MR. COOPER of Ohio, from the Committee on Interstate and Foreign Commerce, submitted the following

### REPORT

[To accompany H. R. 10467]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 10467) granting the consent of Congress to the Huntington & Ohio Bridge Co. to construct, maintain, and operate a highway and street-railway bridge across the Ohio River, between the city of Huntington, W. Va., and a point opposite in the State of Ohio, having considered the same, report thereon with amendment, and, as so amended, recommend that it pass.

The bill as amended has the approval of the War and Agriculture Departments, as will appear by the letters attached and which are made a part of this report.

Amend the bill as follows:

Page 1, line 5, strike out the words "highway and street."

Page 1, line 6, strike out the word "railway."

Amend the title so as to read:

Granting the consent of Congress to the Huntington and Ohio Bridge Company to construct, maintain, and operate a bridge across the Ohio River between the city of Huntington, West Virginia, and a point opposite in the State of Ohio.

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WAR DEPARTMENT, December 16, 1924.

Respectfully returned to the chairman Committee on Interstate and Foreign Commerce, House of Representatives.

The accompanying bill (H. R. 10467, 68th Cong., 2d sess.), granting the consent of Congress to the Huntington & Ohio Bridge Co. to construct, maintain, and operate a highway and street-railway bridge across the Ohio River between the city of Huntington, W. Va., and a point opposite in the State of Ohio, is in the usual form adopted by Congress for such measures. It is understood, however, that the bridge referred to in this bill is the same as that authorized by the act of Congress approved August 18, 1921, Public, No. 55,

Sixty-seventh Congress. The time for completing the construction of the bridge, as implied by section 6 of the general bridge act of March 23, 1906, expired August 18, 1924. For the purposes of identification of authorities and simplification of record, it is preferable to revive and reenact the original law rather than to enact another bill authorizing the same bridge.

The bill herewith has been amended accordingly, and as thus amended I know of no objection to its favorable consideration.

This bill is, however, identical with H. R. 10356, Sixty-eighth Congress, second session, upon which a report was submitted under date of December 11, 1924. It appears that the two bills contemplate the authorization of one and the same structure, and that it is not the intention of the Huntington & Ohio Bridge Co. to build two bridges across the Ohio River at this point. While this department offers no objection to the passage of either bill, the passage of both seems unnecessary.

JOHN W. WEEKS, *Secretary of War.*

DEPARTMENT OF AGRICULTURE,  
Washington, December 17, 1924.

Hon. SAMUEL E. WINSLOW,

*Chairman Committee on Interstate and Foreign Commerce,  
United States House of Representatives.*

DEAR MR. WINSLOW: Receipt is acknowledged of your letter of December 9, inclosing a copy of H. R. 10467 for report thereon and for such views relative thereto as the department might desire to communicate.

This bill (H. R. 10467) would grant authority to the Huntington & Ohio Bridge Co., its successors and assigns, to construct, maintain, and operate a highway and street-railway bridge and approaches thereto across the Ohio River between a point in the city of Huntington, W. Va., and a point opposite in the State of Ohio. The systems of Federal-aid highways approved for West Virginia and Ohio do not include a crossing of the Ohio River at Huntington, but the proposed bridge would intersect, either directly or by a slight extension of approach, a highway in the approved system of Federal-aid highways for Ohio which follows closely along the river at that point. This bridge will therefore be certain to attract very heavy traffic along the Federal-aid road in Ohio and across the river to the city of Huntington, W. Va. and so become, to all intents and purposes (if not actually made so), a part of the Federal-aid system of the two States. Inasmuch as it is undoubtedly intended to operate the structure as a toll bridge, it might be well, therefore, if some provision were made in the bill so that the States of West Virginia and Ohio would have the power to acquire the interest in the bridge in so far as the highway traffic accommodations are concerned, and make it free to highway vehicular and pedestrian traffic. This is the only suggestion that the department has to offer concerning the bill.

Sincerely,

HOWARD M. GORE, *Secretary.*